



The Kodiak: Sandpoint Bear with a Heart

By: Frank Lester
Safety/Education Coordinator

Borne of two men's desire to serve and their compassion for the human condition, this Bonner County Bruin has not only given new birth to an aging missionary fleet but also reflects the rebirth of a local economy devastated by the demise of the lumber industry.

Quest Aircraft of Sandpoint, founded in 2001, manufactures the Kodiak, a 10-place, single engine utility aircraft, built around a commitment to modern STOL design, rugged construction, turbine power, and high useful load. Quest's mission: "...design and manufacture an aircraft specifically suited to the needs of humanitarian and missionary organizations, which provide access to otherwise isolated people in the most geographically challenging regions of the world." (*Sandpoint Magazine*, Stephen Drinkard, Summer 2006, p62-65, reprinted with permission.)

Initial development of the Kodiak was funded through deposits from



Kodiak

international missionary organizations known as the Quest Mission Team (QMT). "Quest Mission Team member deposits are available to the company for development of the airplane, but in return the members will purchase an aircraft at a discount." (*AOPA Pilot*, Alton K. Marsh, copyright 2006, reprinted with permission.) Quest must sell nine aircraft at a sticker price of \$1.3 million to cover the one aircraft sold at cost.

The design of the aircraft is the vision of two men, Tom Hamilton, Quest's chief technical officer and head of Aerocet, a company in Priest River that builds composite floats, and Dave

Voetmann, a fellow aviator and close friend since 1985. Their concept was to build an aircraft with a high payload capacity, capable of delivering solid performance under the extreme conditions of altitude and temperature, and the ability to get into and out of the most austere landing sites. Add to that an engine that burns the cheaper and more plentiful jet fuel instead of avgas, you have a recipe for success in serving the third world. Standard features of the Kodiak include a

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Aeronautics: ...the Times They are a Changin'

By: Frank Lester, Safety/Education Coordinator

Since its formation in 1929, Aeronautics has been a leader in Idaho aviation. Under the guidance of Title 21 of the Idaho Code and the tutelage of a leader like Chet Moulton, Aeronautics has initiated many successful and longstanding programs: Safe Pilot, courtesy cars, airport development, **Rudder Flutter**, airport maintenance, Search and Rescue, and public information.

Today we are in transition: Idaho has a new governor; the Idaho Transportation Department (ITD) has a new board chairman and a new director; and Aeronautics will soon have a new administrator. Response to ITD's

search for candidates has been tremendous. However, as with any period of transition, there will always be some periods of struggle. Increasing operational costs without a corresponding increase in revenues has put a strain on our budget. As a result of this fiscal pressure, the entire staff has had to review their programs and find ways to reduce spending, not only for this fiscal year, but for the next as well.

In spite of these setbacks, we will not waver in our service to you, our constituency, and in our commitment to aeronautics. We will continue to find ways to ensure that we always meet those commitments. Yes, spending has been trimmed and activities deleted, but the change has caused us to look beyond our front door; beyond the chain link fence and hedgerow that surrounds our building. How can we better serve you? How can we better support your activities, assist you with your issues and put a new face on Aeronautics?

Aeronautics will always have its limits: a 13-member staff; the smallest

division under the Transportation Department with only .16% of the entire transportation budget. The question now is what can **YOU** do to help us better serve you? How about:

- complete your Airman Registration;
- register your aircraft;
- fly to a small airport and buy some gas;
- get in touch with your local airport board members;
- find out what is happening in the maintenance and improvement of your airport;
- get in touch with the issues that concern you.

While these small actions individually have little effect, in concert their synergism will be enormous.

Yes, the times, they are a changin' and uncertainty may abound, but change can provide great opportunity. Our determination has not diminished. We will emerge a stronger organization with a renewed commitment and a new focus.

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Division of Aeronautics

3483 Rickenbacker St., Boise, ID 83705

Website: <http://www.itd.idaho.gov>, Ph: 208.334.8775

Rudder Flutter Editor: Frank Lester

Email: frank.lester@itd.idaho.gov

Assistant Editor: Tammy Schoen

Email: tammy.schoen@itd.idaho.gov

Graphic Design: Pauline Davis

Email: pauline.davis@itd.idaho.gov

The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.



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Kodiak

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discontinuous leading edge for maneuverability and control at extremely slow airspeeds; a four-bladed, 96-inch propeller with a 19 inch ground clearance; a 750-horsepower turboprop engine; a useful load of 3450 pounds; a ground roll of less than 700 feet and a climb rate in excess of 1,700 FPM (over 1,000 FPM through 10,000 feet).

A sidelight to Quest's commendable humanitarian effort has been the commercial success of this brawny workhorse. According to Julie Stone, public relations representative for Quest, the development of an optional cargo pod, which expands cargo space by an additional 65 cubic feet and the installation of the Garmin G1000 avionics suite as standard equipment, have increased the Kodiak's customer appeal. Orders have exceeded expectations and a 3-year backlog has scheduled deliveries well into 2010. The Kodiak received its Type Inspection Authorization Certificate in September, setting the stage for final flight testing. Type Certification is anticipated by the end of March 2007.

But the success does not stop here. While assisting humanitarian projects around the world, the Kodiak's appeal has also fed the robust economic revival

of Bonner County. In October, 2006, Quest was presented the annual Business of the Year award by the Bonner County Economic Development Corporation (BCEDC) for their tremendous growth, 82%, over the previous 12 months. Mark Williams, Executive Director of the BCEDC, said, "Since 2000, employment by Bonner County manufacturers has risen by 21% while manufacturing employment in the U.S. has fallen by 16%. This is especially significant to our economy since manufacturing wages are the highest in the county – 33% higher than the average wage." Since they broke ground in 2001, Quest has grown from 14 employees to over 100.

Quest's dedication to such a noteworthy cause, their ingenuity and

foresight is good for humanitarian relief, good for Bonner County, and good for Idaho.

This article is a collaboration of series of articles and press releases from Mark Masciarrotte, freelance writer for the *Robb Report*, Stephen Drinkard, freelance writer for *Sandpoint Magazine*, Alton Marsh, *AOPA Pilot*, Richard Cockle, freelance writer for the *Oregonian*, John Miller, freelance writer for *Twin and Turbine* and Julie Stone, press contact for Quest Aircraft. Their permission to use their information as reference for this article is sincerely appreciated. For more information on Quest and the Kodiak, please visit www.questaircraft.com

– Editor

Kodiak Specifications

Max. Ramp Weight	6,800 lbs
Max. Takeoff Weight	6,750 lbs
Empty Weight	3,450 lbs
Useful Load	3,350 lbs
Fuel Capacity	320 gal
Max. Wing Loading	28 lb/ft
Max. Power Loading	9 lb/hp



**Due to
unforeseen
circumstances,
the Idaho
Aviation Festival
and McCall
Family Fly-In
have been
cancelled.**



Radio Chatter

By: Frank Lester
Safety/Education Coordinator

Safety/Education Update



In light of the recent changes in the Division of Aeronautics, it was necessary to make some changes to the Safety/Education program:

- Two events were cut from our calendar of events; the Idaho Aviation Festival and the McCall Family Fly-In.
- The Rudder Flutter is reduced from 20 to 16 pages.
- Tuition for the Aviation Career Education (ACE) Academy is raised from \$60 to \$100 per student.
- The fee for the Flight Instructor Refresher Clinics (FIRC) is increased from \$85 to \$100.

The good news is:

- Further cuts or fee increases should not be required, at least through the next fiscal year.
- FIRC's will continue to be held in February, April and October.
- ACE Academy is still in June.
- Three teacher workshops are scheduled for June and July as are Density Altitude classes.
- The Division is sponsoring a one-day **IA Renewal** in early March.
- Look for the second coming of the Safe Pilot Program beginning the end of March (see below).

Thank You for Your Outdated Charts

Thanks to all of you who provided such a tremendous response to my request for outdated sectionals. They are a great addition to the teacher aviation education program; but please don't stop now. I can still use more. See the ad in this issue of the Rudder Flutter and keep those sectionals coming.



*** SAFETY ***

*** SAFETY ***

— Smoke Jumper Training —

Smokejumpers are firefighters who respond to wildland fire via aircraft and parachute. This mode of travel allows very rapid response to even the most remote areas. Idaho has three Smokejumper bases.

The United States Forest Service operates two Smokejumper bases- one located in McCall, and another in Grangeville. The Bureau of Land Management headquarters the Great Basin Smokejumpers from The National Interagency Fire Center located in Boise.

The Smokejumpers comply with FAR 105 Parachute Operations on all proficiency missions, as well as coordinating with Idaho Air National Guard and Mountain Home Air Force Base when appropriate.

Preparation for the upcoming fire season will begin in **early March**, and will continue **thru June** as these seasonal firefighters return to their respective bases. So **CHECK THOSE NOTAMS** and keep a good scan of the Idaho sky as you fly this summer. Thanks!

*** SAFETY ***

*** SAFETY ***

The NEW Idaho Safe Pilot Program

Some 47 years ago, the Idaho Safe Pilot Program sprung forth from the vision of then director, Chet Moulton. I have written at length about his accomplishments because much of what we do in Safety/Education today began during his watch.

This program pre-dates the current FAA Wings program and was designed

to honor "... those pilots of Idaho who demonstrate their ability to fly without a reportable accident or violation ...". However, it has languished and all but disappeared in the last several years.

After much serious thought and discussion, I have decided to redesign the program to address the type of flying that is unique to Idaho as well as provide

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Warhawk Air Museum Update

The Warhawk Air Museum is excited to announce the arrival of Lockheed P-38 Lightning, "23 SKIDOO" on May 5 & 6. Steve Hinton, President of Planes of Fame Air Museum, and world renowned pilot, will fly the Chino, CA based P-38 to the Warhawk Air Museum for the weekend. He will give two demonstration flights on Saturday May 5 and two flights on Sunday May 6.

Steve will speak about the flying characteristics of the airplane, its historical significance to WWII, and answer questions. Bob Cardin, Project Manager of the famous P-38 Glacier Girl recovery, will accompany Steve as a guest speaker on both Saturday and Sunday. Bob will give a slide presentation of the recovery mission he organized for the famed Lost Squadron P-38 that was buried for over



Lockheed P-38 Lightning

60 years in a remote ice cap in Greenland.

WWII veterans who flew the P-38 during WWII will also be available to talk to visitors about their experiences.

The P-38 Lightning is one of the rarest of WWII airplanes left in the world today. Visitors will have the opportunity to get up close to the airplane and talk to its pilot, Steve Hinton.



Smokejumpers train for the approaching fire season.

Radio Chatter

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the opportunity to learn/relearn information that now sits rusting in the dim corners of our brain. It cannot be the "red-headed stepchild" of Wings and financially, it must stand on its own two feet. It will be a work in progress, which I hope will keep the program dynamic and flexible.

Beginning in **March**, the **Idaho Safe Pilot** program in conjunction with FAA **Wings** is sponsoring a series of seminars on charts. **Dick Neher**, National Aeronautical Charting Office, will be presenting four seminars on "**VFR Chart Smarts**" in **Boise**, **Twin Falls** and **Idaho Falls**, March 26, 28 and 29, and in **Lewiston** on **April 23**.

Stay tuned as we begin to pick up speed. As always, I am open to suggestions to improve the program. For now, I hope to see you at one of these great seminars.



Funny Bone

By: Paul Collins, MD, AME and Mike Weiss, MD, AME, CFII

The “Funny Bone;” I am sure you have heard of this at one time or another, but if you ever hit one, it is never funny. It also is not a bone, but rather, a nerve. Hitting your “Funny Bone” refers to the intense numbness and pain that you get from hitting the inner aspect of your elbow when, for instance, you fall or bump your elbow on a strut or a window edge. It is one of the “funniest” feelings you will ever encounter but you won’t fondly remember it. It becomes a problem if it occurs frequently and if the discomfort lasts. Because of the myriad of tasks pilots do with their airplanes, such as changing the oil under a tight cowl or adjusting the wiring under the panel, there are plenty of chances for them to bump their “funny bone.”

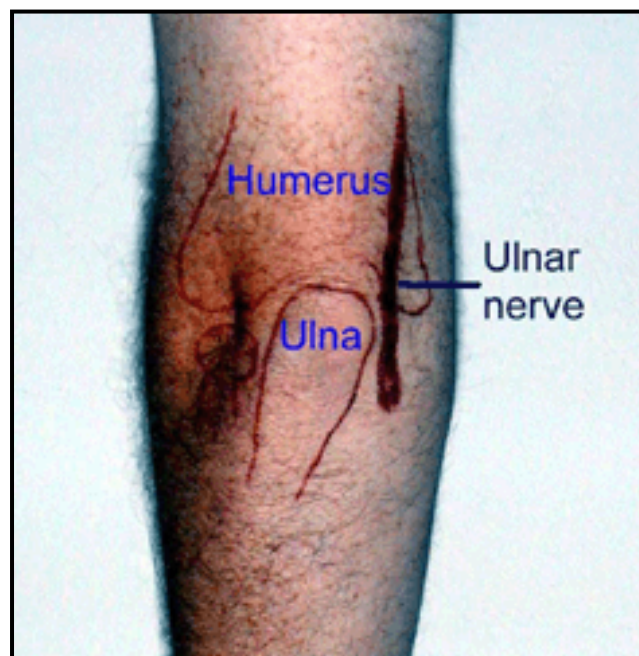
First, while referring to the figure (upper right), take a look at your own elbow. Feel the inner, or medial, aspect of the elbow and you will find a soft “groove” just to the outside of the inner bony knob, called the medial epicondyle. In this groove lies one of the three main nerves to the lower arm and hand called the ulnar nerve. This nerve supplies some of the muscles on the palm, or flexor, side of the forearm, and as well sensation to the ulnar side, or the “pinky” side, of the hand.

The ulnar nerve lies in a notch at the inside of the elbow allowing some motion around the nerve, preventing it from being stretched when the elbow is bent. It will not tolerate being hit nor will it tolerate being trapped by swelling in the notch, which is not good. If either of these symptoms occurs, you will feel the numbness and pain as well as weakness in the hand. Since the area of numbness is located some distance from the elbow, many fail to make the connection between a blow or a strain

to the elbow and the numbness of the small finger. However, they are related by this ulnar nerve. This problem may also manifest itself in another way by causing difficulty in the fine manipulations of the hand. Musicians may notice they lack the dexterity they once had as the small control muscles in the hand are affected. Builders may find it is hard to hold a nail or set a screw. These fine motor impairments may even occur without the numbness, although the loss of feeling is the most common symptom.

I mentioned that striking the ulnar nerve in the elbow is a common cause for these problems, but there are many others. People with diabetes are at a higher risk for problems with this nerve as are people who perform repetitive activities requiring the elbow to be bent. Two examples of the latter are bikers that have their handle bars set so that the elbows are constantly bent or using a power tool like an electric screwdriver, both of which increase the risk of developing swelling and constriction of the nerve, leading to numbness and pain. Anything that causes stress to the bent elbow can cause this to occur. Weight lifters can pull so hard on the elbow that the nerve is literally pulled from the notch in which it lies. The key is to recognize that numbness in the small finger and weakness in the use of the hand is a sign of possible nerve problems at the elbow.

If you experience a blow to or strain in the elbow and subsequently develop



The ulnar nerve runs behind the elbow on the *inside* of the arm. The upper arm bone (humerus) has a groove on the back where the nerve lies. Here the nerve can be felt as the “funny bone.” The ulna is the forearm bone that makes the point of the elbow when it is bent.

numbness in the small finger side of the hand, there are some things you can do. First, stop whatever the activity is that seems to be causing the problem. Next, try to keep the elbow basically straight. You can do this by putting the arm in a soft splint such as wrapping a towel around it. This is especially important at night, since most of us tend to curl up when we sleep. Taking an anti-inflammatory can help, too, especially if there is swelling around the elbow. If you need to keep using the arm, place some padding around the elbow. If you are prone to hitting the inside of your elbow, sports stores and drug stores have splints available that will provide the needed protection. The key is to reduce the stress on the elbow and the nerve by both limiting the motion at the elbow and preventing further impact on the nerve.

If the small finger remains numb even after you have taken preventative

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Airport Maintenance

By: Mark Young
Airport Maintenance Manager



**Johnson
Creek
Caretaker**

During the 2006 flying season, the division solicited

applicants to replace Gene and Cody Hargett, long time caretakers at Johnson Creek. Our search produced a list of

11 very qualified candidates. Although most of the candidates were couples, several of the candidates were single, but were very capable of managing the work load.

Following interviews with all the candidates and a lot of thought and discussion, we offered the job to a couple from Alabama.

We'd like to welcome Eric Hayes and Deborah Murray as the new

caretakers. They will begin work around the 3rd week of May. Eric brings extensive knowledge of irrigation pumps to us as well as being very well qualified in building repair and equipment operation. Both Eric and Debbie have visited Idaho's backcountry previously and look forward to spending their summers at Johnson Creek. Please join us in extending them a warm Idaho welcome.

Funny Bone

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steps, you need to look further for the cause. Often this requires a test called an NCV, or Nerve Conduction Velocity test, which measures the rate at which the electrical impulses travel along the nerve. Another test, the EMG or electromyography, tests the ability of the nerve to stimulate the muscles. Using these tests, the doctor can usually isolate the source the nerve problem and, if you have entrapped the ulnar nerve, can pinpoint the location in the elbow. These tests can really help clear up hand and forearm problems that may seem at first not related. If the test shows that the ulnar nerve is being compressed at the elbow, your doctor can then look at several options including corticosteroid medications, more aggressive splints, and possibly surgery. An operation is the most aggressive method of correcting an ulnar nerve problem, but if you allow the nerve to remain compressed and pinched, it may become damaged to the extent that even surgery will not correct the problem. This is especially true in diabetics. They need to act

sooner should they experience a compressed ulnar nerve.

As with most problems, the best advice is to avoid the cause in the first place. Avoiding stress and injury to the inner aspect of the elbow is the first line of defense. If you encounter this condition and it does not seem to be improving, consider scheduling an assessment with your physician or a neurologist. You do not want this numbness and loss of nerve function to become chronic. Be careful of your "funny bone."

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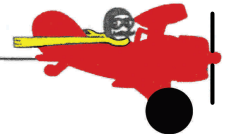
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Rich visits the Idaho Backcountry

By Rich Klein, Buffalo Grove, IL

Tammy Schoen said it. Frank Lester said it. Debbie Woolery said it. You have to go in to Soldier Bar they all echoed. They all laughed and agreed I would never forget it.

Soldier Bar? I had no idea what it was, but the name sounded very intriguing. If they all thought I should go in there, who was I to disagree?

At sunup on a beautiful late June morning, with the sun barely risen, the air was still and the airport quiet. Camera in hand, I watched pilot Dennis Scifres preflight the aircraft. I had met Dennis a few days before and learned that he would be the pilot to take me on a trip to photograph some of the Idaho backcountry wilderness airstrips.

I had no idea when we departed how the trip would forever change my ideas of mountain flying and teach me so very much about handling an airplane...and much more.



Upper Loon Creek

UGN, Waukegan Regional, is my home field. Located about 35 miles north of Chicago and a few miles from the west shore of Lake Michigan, the field elevation is 720'. The highest obstruction anywhere near it is the Sears Tower in downtown Chicago. That building tops at 1730' above ground.

Talk about the flatlands of the Midwest—this pilot knew them well.

Departing BOI, Dennis turned us to the northeast and we climbed. Within a few minutes the metropolitan area of Boise gave way to the rising terrain of the nearby mountains. Looking out the window, it seemed as if I could reach out and touch the trees. Grab a pine cone off a branch and keep it for a souvenir. When I told Dennis that I never flew close to trees as my aircraft is allergic to banging into wood, he laughed.

We were not above them at times as the mountains on either side loomed above us. We were traveling through canyons and passes. What were only symbols to me on a chart were now taking on a reality that left a definite impression. I was in awe of the surroundings. I had a current chart with me, but I could not at all establish our location. Was that the Snake River, the Salmon River, Big Creek, Loon Creek???? I had no idea and soon gave up.

I was a pilot who became a passenger. Any anxiety I had of flying so close to mountains and forests gave way. Meadows, running water, burnt forests, mountain vistas, 90 foot high pines so thick they looked like fields of wheat glowing in the early morning sunlight, I saw them all. My camera seemed to work on its own as I just shot away, capturing one beautiful sight after another.

As we came to the airstrips, I came to realize something very quickly. A low time pilot from the flatlands has no business trying to go into these kinds of airstrips without taking a mountain flying class and having a highly experienced pilot like Dennis sitting alongside. So many of them had approaches that amazed me with their difficulty.

Maneuvering to avoid rising terrain, maintaining consistent airspeed, paying close attention to windsock indications, looking for animals on the runways (I knew running into Bullwinkle the Moose could ruin our day!) and so much more.

We landed at the first airstrip we came upon...I believe it was Warm Springs. We left the airplane. I walked toward the Payette River and Dennis asked me if I heard the wolves. I adjusted my 2 hearing aids as my mouth sort of fell open wide. No, I replied but strained to hear above the sound of the rushing water. He laughed and told me about how the Forest Service was using people to keep track of the wolf population. The closest I have ever been to a wolf outside of a zoo, was looking at my Siberian Huskie that had about 15% wolf in him. I never did hear them.

We continued on to Bruce Meadows with a field elevation of 6370'. It was then I began to appreciate how critical density altitude (DA) becomes as one goes into high altitude fields with short runways on warm days. At home, UGN's long runway is 6000'. On a hot summer day, I can get a lightly loaded 172 off in 2000 feet or less with flaps at 10 degrees.

In these airstrips, without taking DA into account, I could see how a pilot could easily run out of runway on landing or not be able to clear trees or ridges at the end of a runway during departure. I asked Dennis how he would go into a strip that was short,

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Backcountry

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with obstructions, on a hot day. His reply: He wouldn't. Is there a better example of being safe? I learned that you must know your performance charts, density altitude calculations, and piloting skills before you commit to attempting such a landing.

In short order we landed at Sulpher Creek, Upper Loon Creek, Mahoney Creek, Indian Creek, and Lower Loon Creek. I walked near the Middle Fork of the Salmon River. I saw cold rushing water and truly wished I had my fly rod with me.

As we approached the Flying B, Dennis radioed the usual position report and received permission to land there as it is a private airfield. As we approached it, just north I could make out what looked like a short, very narrow airstrip that ended by the face of a mountain. As I was snapping pictures of the Flying B, Dennis told me that other strip was Bernard and that we could go in there if I wished. I couldn't say yes fast enough as the conditions were still good. The air was cool and no winds.

By this time I was learning that many of these airstrips were one way in, the other way out...downstream out, upstream in for example. Bernard fit this perfectly. We descended over the Middle Fork of the Salmon River. As I was taking pictures of our approach, I realized something: The runway curved! Up to this point, all the runways I had ever used were straight. Dennis set the aircraft down perfectly and rolled to a stop dead center with a considerable distance between us and the mountain face ahead. Pretty impressive to a flatlander.

We traveled to Wilson Bar, Cabin Creek, Big Creek, Chamberlain, Garden Valley, Cascade, and McCall during this flight. Once again, the forests seemed so close that I could reach out and touch them. Mountain ranges had snow atop their peaks. And this was late June. I was overwhelmed by the beauty of the sights I was privileged to witness.



Soldier Bar

About midway through the trip, Dennis told me about Soldier Bar. He said that I had not seen anything like that during the flight. I could not see anything that looked like an airstrip. We passed over a ridge line and Dennis told me to look to my left over the glareshield. As I did so, I saw Soldier Bar. Running east and west, it looked about 10 feet wide and curved the entire length. The approach end and departure end each had different curves. Although the Airport Facility Directory notes that Soldier Bar is 1650' long by 15' wide, it sure looked narrower and shorter to me.

The approach end of 25 curves to the left. The far end of 25 curves to the right. The field sits in a small meadow, ringed by high trees, ridges, and a steep drop to the valley floor at the west end. To me, it appeared encircled by mountains.

I started snapping pictures as we flew parallel to the runway. This was going to be the most thrilling approach and landing that I had ever been involved in. Dennis maneuvered us to set up for a landing on runway 25. I was completely relaxed but put aside my camera. I wanted to watch this whole sequence and not miss a thing.

Dennis flew what seemed to be a normal pattern entry for 25. He set up his approach but at the altitude he flew, the runway was not visible from the

cockpit. A ridge came into view ahead of us. Tall pines covered its sides. Angling slightly southwest we began to descend. I still could not see the runway.

All at once he banked hard left. It seemed that we were in a 45 degree bank at least. Maybe that is what my body was telling me! And then, with the airplane in proper landing attitude, the approach end of 25 came into view right in front of us.

Over the high trees we descended. We touched down right at the beginning of the curve of the runway. It surely looked no more than 10 feet wide, if that. Following the curve of the runway to the left, we bounced along dead center on that runway and came to a stop with $\frac{1}{2}$ of the runway still left to go.

It was the most amazing approach and landing I had ever seen. We taxied back to the approach end of 25 and pulled the airplane off to the side.

Dennis then led me to a monument placed near where we parked. It honors Private Harry Eagan, a soldier killed by Sheepeater Indians on August 20, 1879. I stood by the monument in silence.

Looking around, I could see to my right the rock face where miners had toiled long ago. To my left, burnt trees trunks. The remnants of a fire caused

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Get there or bust? Not so fast

Every pilot has experienced get-home-itis. However, it is critical that pilots understand that the desire to get to a destination, or the self-induced pressure to avoid rescheduling an appointment, can overshadow good judgment. On June 9, 2003, a private pilot and his flight instructor left San Jose, California, for Castle Airport in Merced to meet an FAA examiner for the private pilot's commercial checkride. Midway through the flight, the Aero Commander 112TC they were flying hit terrain seven miles west of Santa Nella. The private pilot was killed and the CFI sustained severe burns from the post-crash fire.

According to the CFI, they departed San Jose around 8:30 a.m. and were following Highway 152 through Pacheco Pass. Overcast clouds in the area were at hilltop level in some places and above the hills in others. They had not filed a flight

plan for the flight, but planned to file in the air if the visibility worsened.

Weather at Salinas (the closest reporting facility), 30 miles southwest of the accident site, included ceilings of 800 overcast with 10 miles of visibility. The departure airport reported overcast ceilings at 1,100 feet with seven miles of visibility. A resident living about one mile from the accident site saw ground fog with about 300 feet of visibility at the time of the accident.

The instrument-rated private pilot had more than 430 hours of experience, and the CFI had about 600 hours total time, with 296 hours of dual given.

The NTSB determined the probable cause of this accident was the pilot's inadequate in-flight planning and decision-making by conducting VFR flight into IMC, and

his failure to maintain terrain clearance in a mountainous environment.

We've all been there. The desire to complete a checkride and earn a new certificate can be consuming. Instead of rescheduling, this pilot chose to depart in less than ideal conditions, which led to a tragic outcome. Making the go/no-go decision for a flight based on current and forecast weather conditions is an integral task for any pilot, not to mention one who is about to take his commercial practical test.

When faced with situations like this, step back and realize that making it to your destination late but alive is better than not at all. To learn more about making good decisions, read the AOPA Air Safety Foundation's Safety Advisor **Do the Right Thing: Decision Making for Pilots**. You can also find the **Mountain Flying Safety Advisor** online.

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Our CFIs have more than 75 years experience in the Idaho back country!

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Backcountry

Continued from page 9

by a lightning strike. Behind me, the tall pines. Our aircraft was parked in their view. I took a picture that captured for me the essence of this flight.

I closed my eyes and could picture the scene that was now pixels in my digital camera. The aroma of pine was almost intoxicating and I could not get enough of it. I walked about halfway down the length of the runway and made it to the north edge of the meadow. The land dropped steeply away and I could see a creek down below. Moving to the far end of the runway, I could see again how the land steeply dropped down several hundred feet. Overshooting the runway and landing long could make for an eventful drop downward.

For me, time just seemed to stop as I looked around. I could not get enough of the sights, smells, and quiet. I have a severe hearing loss in both ears. My hearing aids usually pick up all kinds of background noise. But now they were silent. I could hear my breathing as we were at an elevation of nearly 4200 feet.

I turned and just looked again at all I could see. As a photographer, there are times that I go out to take pictures just for fun. Sometimes the camera is never used. I can't "see" anything.



Cabin Creek

At Soldier Bar, I saw shapes, patterns, colors, everything that I could hope to see in nature. But I took only a few pictures. I knew that I didn't need pixels to remind me of what had become images in my mind that would never be forgotten.

Dennis' voice called me back. It was time to depart Soldier Bar as we had more airstrips to visit. Lifting off, we headed in between mountains on either side, we entered a valley and made our way out of that magical place.

We visited several more airstrips and I took some neat views of the approaches to them. Finally we noticed a windsock beginning to move slightly at one field. It was now nearly 11 in the morning and getting warm. Time to leave the wilderness and head to McCall to refuel. As we came in over the mountain range to the northeast of McCall, I could see deep snow on the mountain tops. The air was much colder here, too.

After refueling, we headed for BOI with a stop at Cascade. After what I had experienced, landing on a paved surface was just not going to do it for me. Back home, I am one of the few club pilots who likes to go into grass strips. I really enjoy that but have to be careful that I go into ones that are well maintained.

The airstrips that I went into with Dennis were grass, gravel and a mix of both. They all were amazing to me.

We arrived at BOI, logging 4.8 hours. I never had the controls at all. I didn't want them as I knew that I



Lower Loon Creek

was not anywhere near qualified to do what Dennis made look so easy.

So what will I take with me as a result of this flight? Memories and images to last a lifetime. The opportunity to see things that others will never experience. An opportunity to see a portion of my country that is truly wilderness up close and personal. The chance to watch and learn from a pilot of incredible skill.

But I also learned one more very valuable lesson. I pronounce creek as CREEEEEEEEEEK. I learned that in Idaho, a creeeeeeeeek is pronounced "crik." I promise next time I go into the backcountry, I'll say "Lets go to Johnson Crik." That's another story.

Blue Skies and Tail Winds!

Rich Klein

September 21, 2006

Editor's Note: Richard Klein is a professional photographer, pilot, teacher, and aviation education specialist from Chicago. He has spoken to the National Council of Teachers of Mathematics; was selected as the Citizens Schools Committee Program of the Year, Aviation Education, Chicago Public Schools. Richard has been instrumental in the success of the Aeronautics Division's Teacher Aviation Workshops held over the last three years.

Photos: Courtesy of Rich Klein



Calendar of Events

Email your event information to tammy.schoen@itd.idaho.gov for inclusion in the **Rudder Flutter** and the Aeronautics website.

Ongoing - Kilroy Coffee Klatch, Join other WWII generational people for a morning of conversation and friendship. All veterans are welcome. Starts at 10:00 AM, Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, 208-465-6446

Ongoing - LEGO Workshops, 10:00 am to 1:00 pm on the first Saturday of the month. The workshop is limited to 15 students, and is offered to those 8 years and older. Nampa, Warhawk Air Museum, www.warhawkairmuseum.org 208-465-6446

FEBRUARY

- 21 **Aeronautics Board Meeting**, Aeronautics Meeting room, 208-334-8775

MARCH

- 2 **IA Renewal**, Airport Holiday Inn, Division of Aeronautics, Tim Henderson, 208-337-8775, tim.henderson@itd.idaho.gov
- 26 **"VFR Chart Smarts,"** Richard Neher, NACO, Boise, Division of Aeronautics, Frank Lester, 208-334-8775, frank.lester@itd.idaho.gov
- 28 **"VFR Chart Smarts,"** Richard Neher, NACO, Twin Falls, Division of Aeronautics, Frank Lester, 208-334-8775, frank.lester@itd.idaho.gov
- 29 **"VFR Chart Smarts,"** Richard Neher, NACO, Idaho Falls, Division of Aeronautics, Frank Lester, 208-334-8775, frank.lester@itd.idaho.gov

APRIL

- 23 **"VFR Chart Smarts,"** Richard Neher, NACO, Lewiston, Spokane FAAS Team, Brent Morrow, 509-532-2375, brent.a.morrow@faa.gov

MAY

- 5-6 **Lockheed P-38 Lightning Event**: See Steve Hinton, Planes of Fame Air Museum President fly the "23 SKIDOO" P-38 to the Warhawk Air Museum. Then on Saturday and Sunday he will fly at 11:00 and 2:00. Bob Cardin, Project Manager of the Lost Squadron P-38 Glacier Girl recovery mission, will give a presentation about recovery of the P-38 from the ice caps of Greenland on Saturday and Sunday. General admission \$10.00, Seniors (65+) \$8.00, Children (age 4-10) \$6.00, Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, 208-465-6446

- 16-17 **Idaho Airport Manager's Association (IAMA)** Spring Meeting, Sun Valley, Curt Hawkins, 208-459-9779

- 19 **Breakfast Flight to Driggs**, Visit Rexburg Museum. Gooding Airport Fliers Association, Kit John, foreverflyingkit@onewest.net

JUNE

- 2 & 3 **Work Day at Smith Prairie**, Gooding Airport Fliers Association Kit John, foreverflyingkit@onewest.net
- 16 **FREE Airshow!** Rexburg Municipal Airport, Doug Nielsen, 208-356-4411, doug@archibaldagency.com
- 30 **Open House, Gooding Airport** - Gooding Airport Fliers Association, Kit John, foreverflyingkit@onewest.net

Tim C. Peterson

Passed Away October 30, 2006

A Friend



A Fellow
Aviator

We will miss you.

Idaho Airport/ Facility Directory

The most up-to-date information on all Idaho airports is available on our website, www.itd.idaho.gov/aero. Click on Airport Facility Directory to access the map-based system.

Please contact Tammy Schoen at 208-334-8776 or tammy.schoen@itd.idaho.gov with updates/suggestions regarding this online directory.



U.S. Department of Homeland Security
Spokane International Airport
7904 W. Pilot Drive
Spokane, WA 99224



Transportation
Security
Administration

March 2, 2006

Dear Certified Flight Instructor:

According to Federal Aviation Administration records, you are listed as a Certificated Flight Instructor (CFI) under 14 CFR Part 61. This letter is to inform you of the following new requirements which may be applicable to the flight instruction you provide and to let you know whom you can contact should you have any questions.

On September 20, 2004, 49 CFR Part 1552 was issued by the Transportation Security Administration (TSA). According to the new regulation, CFI's are required to take certain action when providing flight instruction to all flight students seeking specific ratings. In addition, all CFI's are required to complete Security Awareness Training. These requirements should have been implemented earlier this year.

TSA and the Airplane Owners and Pilots Association (AOPA) have several resources available that provide guidance on the implementation of this regulation. The following resources are available to both flight instructors and flight students:

- 49 CFR Part 1552: <http://www.gpoaccess.gov/ecfr/>
- Flight Schools & Instructors: <http://www.flightschoolcandidates.gov/fsindex.html>
- Alien (non-U.S. citizen) Flight Candidates: <http://www.flightschoolcandidates.gov>
- Security Awareness Training: <http://www.tsa.gov/public/display?theme=180>
- Login Problems: AFSP_help@dhs.gov or (703) 542-1222
- National Association of Flight Instructors: <http://www.nafinet.org/>
- AOPA Guide: http://www.aopa.org/tsa_rule/

If you have questions after accessing the above information, you may contact Aviation Security Inspector Dawn Dobson at dawn.dobson@dhs.gov.

Sincerely,

Rupert H. Workman
Assistant Federal Security Director - Compliance

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**Contact Tammy at 208-334-8775, 800-426-4587(in Idaho only),
or tammy.schoen@itd.idaho.gov.**





The View from the Tower

You may recall a change last March in the FAA rules regarding controller's use of "Taxi into position and hold" aka TIPH. Once again, things are tightening up on our utilization of this procedure. Most noticeable to pilots will be the withholding of a landing clearance until a departing aircraft holding in position starts takeoff roll. You can expect to hear **"RUNWAY (number), CONTINUE, TRAFFIC HOLDING IN POSITION"** if the procedure is in use. Of course, this will be followed by a landing clearance at the appropriate

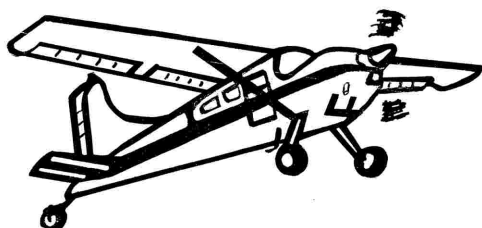
time. There might also be some instances when you've received a landing clearance only to have it revoked so the controller can get another aircraft out. In general, controllers will probably tend to issue landing clearances closer in, so as not to limit their options.

As with the previous changes, some are tied to the staffing in the tower and won't be obvious to a pilot waiting for departure. Please understand controllers will use the procedure if/when they can. New procedures take some time to get used to as old habits can be hard

to break. Teamwork is a critical element in our profession and pilots are part of the team. The primary goal is safety, so if something seems amiss, speak up!

These modifications are presently scheduled to go into effect by 2/5/07 and are subject to change at any time.

Carol Dayton
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Congratulations

to Aeronautics Advisory Board Member

Bob Hoff

(Idaho Falls)

2006 Idaho Aviation Hall of Fame Inductee



TEST YOUR SKULL . . . or your skill . . .

Here's a little brain teaser you can work on the next time you are "kicking rocks" waiting for the weather to change or are just "hangar flying" with a group of your pilot friends. This comes courtesy of Cammie Patch:

A holding pattern is performed by flying straight and level for one minute; then executing a standard rate turn (usually to the right) for 180 degrees; then straight and level for one minute, followed by another 180 degree turn to right to end up at the starting point (on a good day). I've posted the description for the VFR pilots, you IFR types still remember what a holding pattern is, right?

Here's the question:

Assuming standard atmosphere with a KCAS of 90 knots at 6000' and no wind, at your furthest point from the fix, what will your distance to the fix be?

If you can solve this problem, you should be able to solve the problem of "at what DME from the fix should you start your turn to the inbound leg when you realize that you forgot to start the timer?" Using this method will also liberate you from having to make wind corrections for distance on your outbound leg.

If you are stumped, here's where you can find the answer:

<http://www.glasscockpitaviation.com/images/hp%20math.pdf>

If that doesn't work, I have a copy of Cammie's answer that I can send to you.
— Editor

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